

East Germany

REPORT

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COUNTRY

Laerz Airfield

TOPIC

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 5 January 1953

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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3. Individual take-offs by jet fighters were only observed on a few days during the period from 10 through 29 November. Between 9 and 10 a.m. on 24 November, 57 swept-back jet fighters were observed at the installation. Of these, 25 were parked in the dispersal area along the canal, while 20 MiG-15s and 4 type-29 planes were seen near the flight control station. The alert flight consisted of eight MiG-15s. An additional 10 fighters besides two Po-2s were also parked at the field.²

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4. In the second half of September, the alert unit at the field consisted of eight planes. After the beginning of frosty weather, two of the alert planes were towed each day to the aircraft dispersal area along the canal. They were replaced by two other planes. Immediately afterwards, the starting of aircraft engines was observed at the dispersal area. A starting of engines at the parking site of the alert planes has not been observed so far.

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5. After the beginning of frosty weather, [] the engines of jet fighters were warmed up at intervals of about four hours. The noise of running jet engines was also heard at night, when there was no air activity.
6. In late November, 47 shrapnel-proof aircraft revetments were completed, including 15 at the north side of the installation, 11 at the south side of the taxiway, 12 west and 4 east of the Retzow-Mirow road, and 5 on the taxiway, south of the western end of the runway. Further aircraft revetments were under construction in the wooded area east of the tank dump. [] the walls of the revetments were reinforced by concrete slabs.⁴
7. In mid-November, construction work was still going on on the aircraft revetments in the wooded area on both sides of the Retzow-Mirow road and along the taxiway. Small concrete slabs were observed arriving.
8. At the point where the Retzow-Mirow road left the forest southeast of the airfield, this road was blocked by the trunk of a tree. Guards have not been observed near this road block, while a similar road block to the north was guarded by a double sentry day and night. Between the latter road block and the edge of the woods the road was torn up. Vehicles proceeding toward Mirow had to use a road by-pass.⁵
9. On all days of observation between 3 and 21 November, [] the parking site for the alert planes was guarded by a sentry, who occasionally also controlled the bunker near the alert planes.
10. The inner landing beacon, which was surrounded by an earth wall about 1 meter high, was permanently occupied. Guards were not seen there.

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2. [] Comment. Two fighter regiments and the headquarters of a fighter division are stationed at Laerz airfield. The number of type Yak-11 trainers observed at the installation was surprisingly high. It may be connected with the new soldiers observed arriving. They probably also included junior pilots who were to be given combat training on jet fighters.
3. [] Comment. The alert planes are parked on the east side of the landing field within the curve formed by the taxiway. Previously, only six planes were assigned to the alert unit. This number was presumably increased in order to have replacements on hand, if one of the alert planes should have engine trouble because of cold weather.

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